

Pinch Library

THE FRANK PAPER

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FRANK, ALBERTA, NOV. 26, 1886.

2.00 PER ANNUM

Ladies, Attention!!

Nov. 30th, Dec. 1st and Dec. 2nd

Will be Notable Dates in Our Store's History



ON THESE DATES
WILL INTRODUCE
TO OUR LADY PAT-
RONS, BY PRACTI-
CAL DEMONSTRA-
TION

FOOD
Gold Standard
PRODUCTS

GUARANTEED THE BEST
Teas, Coffee, Baking Powder, Jelly
Powder, Flavoring Extracts, Spices
Herbs, Cake Icings, Salad Dressing
Powder, and many other Culinary
Dainties, will be prepared and
served. This well known line of
Food Products, is sold under an
ABSOLUTE GUARANTEE OF
SATISFACTION OR MONEY
REFUNDED and are well worthy
of your attention.

EACH LADY
will be presented
with a free
air cup of the

Gold Standard COOK BOOK
And we . . .
Extend a most
Cordial Invita-
tion To All

THE GEORGE COBLEY Co.

Householder's Opportunity

You can save money by buying direct from
our agent and eliminating the profit of the dealer.

There are no better brands of flour than ours, few
are as good. Made from the best selected Alberta Red
hard wheat.

We also make a specialty of chop feed for poultry, made
of equal parts of barley, wheat and oats, the greatest pou-
try feed known.

We supply Graham flour, Cream of wheat, Bran,
Shorts, Oats and Wheat.

Our agent in The Pass is Mr. Fred Wolstenholme of
Frank.

**Pincher Creek Mill & Elevator Co.
Limited.**

Livery & Feed Stable

TEAMING A SPECIALTY

J. F. Miller

PHONE No. 10, Frank Alberta.

FRANK BLACKSMITH SHOP

RY. POLICY ENUNCIATED

One door west of Miller Livery barn

J. GRESHAM, prop.

Horse shoeing a specialty.

Over seven years experience in

His Majesty's army.

General smithing & wagon repairing

neatly done.

ALWAYS ON HAND

Cabinet Barber Shop
Frank

Joe Furshong, Proprietor.
High Class Workmanship

Massages a Specialty

Myza massage

Violet massage

Pompeian massage

Grecian massage

Shampoos, Hair salves and Tonics

Clothes cleaned and pressed
Only fine shining stand in town.

Branch shop at Coleman.

FRANK WINE
AND
SPIRIT CO.

Frank Alta.
WHOLESALE DEALER

In

Wines, Liquors and Cigars

AGENT FOR

FORT STEELE BEER

Orders Promptly filled.

Phone No 85

SYNOPSIS OF COAL MINING REGULATIONS

Coal mining rights of the Dominion in Manitoba, Saskatchewan, Alberta, Yukon Territorial, North West Territories, British Columbia, may be leased for a term of twenty years, or for a shorter period, and not less than 2,500 acres will be leased to one applicant.

Application for a lease must be made to the Agent or Sub-Agent of the District in which the lease is applied for.

In making application it must be described by sections or legal subdivisions of the property, and in unseparated territory the lease applied for must be described by sections.

Each application must be accompanied by a fee of \$5, which will be refunded if the right is not granted. A deposit of \$100 will be required. A royalty shall be paid on the marketable portion of the mine at the rate of five cents per ton.

Every Lease of coal mining rights which are granted will be subject to a stamp duty of \$100, and to that amount at least once in each year.

The lessee will be allowed to remove all coal, but the lessee may be permitted to remove any other material which may be necessary for the working of the mine at the rate of \$100 a acre.

For the lease of the property the lessee should be liable to the Secretary of the Department of the Interior, or to the Agent or Sub-Agent of the Dominion Lands.

W. W. Gray
Deputy Minister of the Interior.

CANADIAN
PACIFIC
ANNUAL

Eastern Canada Excursions

Low Round Trip Rates to
ONTARIO, QUEBEC AND MARITIME PROVINCES

Tickets on sale Dec. 1 to Dec. 31, inclusive, good to return within three months after date of issue. Atlantic Steamship Business will be on sale from Nov. 21 and limited to five months from date of issue.

FINNET EQUIPMENT'S STANDARD FIRST
CLASS PASSENGER TRAINS
CARS ON ALL THROUGH TRAINS

2 Through Express Trains Daily

THE TORONTO EXPRESS

Leaves Winnipeg daily at 22.10, making connections at Toronto for all points east and west thereof. Apply to nearest C.P.R. Agent for full information.

It is very plain that the next stage of progress in the province and the development of its rail possibilities will depend mainly on railway extension.

In the past three years we have undertaken various necessary pro-

jects but now the great need of the

ARBITRATE AT LUMDRECK

Differences which have existed for some time between the Galbraith Coal company at Lumsdreck and the men in its employ over prices for mining have resulted in a request for the appointment of an arbitration board under the Lumsdreck act. The request has been granted and the board has practically been formed. John A. McDonald, district secretary of the U.M.W.A., will sit for the men and Frank B. Smith for the company. Messrs. McDonald and Smith met at Calgary Tuesday and agreed on Superintendents Minister of the Crows Nest Pass company of Ferries, as chairman of the board. Mr. Stolster has been asked to act as referee but his acceptance has not been received. The date for beginning the investigation which will be held at Lumsdreck, will be set as soon as the board is definitely constituted.

The railroad policy promulgated by the premier contemplates the creation of a new department of government to be known as the Department of Railways with a cabinet minister at its head. At the beginning the premier himself will be the minister of railways but it is presumed that later on when the premier has the department securely and successfully established in accordance with his own ideas, the department will no doubt be made a separate one.

The government's policy to provide the province with railways will be to endeavor to induce the federal government to extend the necessary aid and encouragement to proposed builders of railways, but failing that, the local government will undertake the guaranteeing of the bonds to encourage the building of railways to the various parts of the province which are in need of transportation facilities. It is the purpose of the government to see that every part of Alberta is supplied with railway facilities where none now exist and also provide composition to insure reasonable rates and adequate service. The government policy contemplates making provision for government control of all rates.

In making his announcement Premier Rutherford said: "I and my colleagues have given the railway question a great deal of thought and have thoroughly weighed the advantages of immediate railway construction. A policy of railway extension throughout all parts of the province has now been decided upon, and you are liberty to say that I will give my best endeavors to the advancement of this project."

"It is the intention of the government to establish a department of railways and make it one of the most important departments of the government and one which I will personally look after.

"My government has introduced many measures for the benefit of the people of the province, but I do not believe any of them are of more importance than our action in this matter will be."

"My colleagues are all of one mind on this question, and they heartily endorse my action in pledging our government to this important undertaking."

"There are districts in Alberta where such extension is absolutely necessary to meet the increasing demand for transportation facilities as well as to secure a wholesome competition with existing lines. There is the rich unopened north country whose resources and agricultural possibilities are even now attracting the most profound attention in Europe and the eastern parts of America. We should see to it that this country receives the needed accommodation. Railways are as essential to its development as they are in the older districts."

"It is very plain that the next stage of progress in the province and the development of its rail possibilities will depend mainly on railway extension."

"To get homesteads today they will have to go forty to sixty miles from the railways. That is much further than the average prairie settler is willing to go."

"It is up to us in Alberta to make

conditions possible for rapid settle-

ment. We want the population to

which all things will be added."

TRAGIC DEATH OF OLD TIMER

L.F. WILSON KILLED AT PINCHER
RAILROAD CROSSING

NOTED AS BRAVE MAN

Experienced Policeman Gave Many Per-
fected Demonstrations of Splendid nerve—Had
Thrilling Adventures—Wagon Struck by Train, Wilson Badly Injured.

Alfred Wilson, one of the best known and most highly esteemed pioneers of the west, met a tragic death as the result of an accident at the railroad crossing at Pincher station Monday. Mr. Wilson was hauling hay to the station and was crossing the track following closely behind another wagon. He did not see an approaching train until his team was on the track and the engine but a few yards away. He tried to swing the team to one side but the horses wanted to follow the other rig and did not respond readily. He then tried to get across with the result that the wagon was struck, he was thrown out and in the mire was kicked and otherwise injured so badly that he died Tuesday morning. Dr. Macleodson was sent for in the hope of saving his life but his services were of no avail, the injuries were necessarily mortal.

"Al" Wilson was one of the big men of the west in the early days, in the point of courage; he was noted as one of the bravest men that ever came into the frontier. He was a member of the mounted police and during the service he rendered his country in that calling, met with many thrilling adventures. He was with Major Walsh in that officer's campaign against the Sioux following the Custer massacre and to his death bore his share of the fighting. He was captured and released from Gilling Bull's camp. At another time he went out with two companies of the forces to take a desperado. Mr. Wilson was shot in the arm and the fugitive was captured and allowed Wilson to attempt the arrest alone. The desperado warned Wilson to keep off as he would certainly kill him, but Wilson, covered by the other's rifle, coolly went up to the muzzle of the gun, pushed it aside and plucked the man from his saddle. The man was not killed was not due to any lack of willingness or capacity to kill on the part of the fugitive, but apparently he could not bring himself to kill a man with such a knife. Much could be written of his many acts of gallantry.

On last Saturday Mr. Wilson had been engaged in farming near Pincher Creek. He leaves a large family.

HONOR MR. FRANK'S MEMORY

At a recent meeting of the Business Men's Association of Butte resolutions of respect for the memory of the late H. L. Frank were adopted as follows:

"Death has struck another name from our membership roll. H. L. Frank has joined the colony of silent ones, terminating an eventful life of splendid achievements. sorrowful reflections accompany our last tribute as we recollect some of the qualities which made our late co-worker and friend so eminent in the days of his prime.

"Robust manliness distinguished him during the period of his early usefulness; he was just and generous when wealth and power were his, and the impulse of charity moved his heart to countless deeds, which have never been recorded.

"Civic honor came to him and he bore them well. As a citizen he was a towering figure, esteemed and admired alike for uprightness and high ability.

"We who survive him desire to bear witness to the good he has wrought, and to the enduring name he left. It is therefore

"Resolved, by the Business Men's Association, That the memory of H. L. Frank be ever held in honored remembrance, that we express our sincerely felt sympathy to his relatives, and that a copy of these resolutions be transmitted to them."

